

I am in favor for the proposed rule because of the projected growth of aviation in the next ten years. Also, it allows airlines to drive the ticket prices down in light of competition because they can fly at more energy efficient altitudes. This benefits the American economy by promoting business. The travel industry will benefit by thousands of people being tempted to take vacations by the reduced travel prices.

The regional airlines might be affected negatively because they carry fewer passengers and make less profit. The trend in the regional transportation industry is changing from turbo prop, to regional jet. The equipment needed to operate in the RSVM environment might be a large investment for the regional airlines that want to take advantage of the energy efficient altitudes.

Finally, the proposed rule may impact the lower approach controls. The airlines are being encouraged to put more aircraft in the sky. The more aircraft taking off means the more aircraft wanting to land. The major airports of the nation already experience routine delays. Will this proposed rule affect the airspace around congested areas? Will General Aviation aircraft be limited to where they can land and fly? Will the A.O.P.A. complain about changes in airspace and lobby congress like they are with the privatization of ATC? Will local economies suffer because there will be less General Aviation flights or because they have to fly indirect routes? Will General Aviation Cargo Company's like Amera-Flight have to increase their shipping prices to compensate for fuel? Over all, I think the proposed rule is a good idea and will bring more benefits than it does harm.